

Landing in the legal description of the remaining controlled airspace as published in the direct final rule. The correction amends the latitude of the Class E airspace area (E5) from 1200 feet and above, which was published incorrectly in the direct final rule; request for comments. The correct latitude is 37°38'00".

DATES: The direct final rule published in 63 FR 45394 is effective at 0901 UTC, December 3, 1998. This correction is effective on December 3, 1998.

FOR FURTHER INFORMATION CONTACT: Debra Trindle, Air Traffic Division, Airspace Specialist, AWP-520.10, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261; telephone: (310) 725-6613.

SUPPLEMENTARY INFORMATION: On August 26, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments which revoked the Class D and Class E airspace areas below 1200 feet AGL associated with Crows Landing Airport, CA. (FR Document 98-22749, 63 FR 45394, Airspace Docket No. 98-AWP-12). An error was subsequently discovered in the publication of the docket. The latitude of the Class E5 airspace area was incorrectly stated in the direct final rule; request for comments. This error was typographical only and the FAA did not intend to revise the dimensions of the existing Class E5 airspace area. After review of all available information related to the subject present above, the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that this correction will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects the error and confirms the effective date of the direct final rule.

The FAA uses the direct final rulemaking procedure for a noncontroversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 3, 1998. No adverse comments were received, therefore this document confirms that this direct final rule will become effective on that date.

Correction

In rule FR Doc. 98-22749 published in the **Federal Register** on August 26,

1998, 63 FR 45394, make the following correction to the airspace description;

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

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AWP CA E5 NASA Crows Landing, CA [Revised]

NASA Crows Landing CA
(Lat. 37°24'29"N, long. 121°06'34"W)

That airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 37°38'00"N, on the east by the west edge of V-109, on the southwest by the northeast edge of V-107 and on the west by long. 121°31'04"W.

Issued in Los Angeles, California on November 19, 1998.

Leonard A. Mobley,

Acting Manager, Air Traffic Division, Western Pacific Region.

[FR Doc. 98-32132 Filed 12-1-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-42]

Amendment to Class E Airspace; Wellington, KS

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Wellington, KS.

DATES: The direct final rule published at 63 FR 51808 is effective on 0901 UTC, January 28, 1999.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on September 29, 1998 (63 FR 51808). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the

regulation would become effective on January 28, 1999. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on November 17, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 98-32137 Filed 12-1-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-38]

Amendment to Class E Airspace; Trenton, MO

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Trenton, MO.

DATES: The direct final rule published at 63 FR 51807 is effective on 0901 UTC, January 28, 1999.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on September 29, 1998 (63 FR 51807). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on January 28, 1999. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on November 17, 1998.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

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